

To-day's Advertisements.

CLEARANCE SALE.
XMAS CARDS AND TOYS,
Largo Stock on Hand.
JUST RECEIVED.

PLENTY OF FINE GOODS.
D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 21st November, 1899. [1342a]

FOR SALE, CHEAP.
A CABIN PIANO.

Apply
c/o This Office.
Hongkong, 21st November, 1899. [1446a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"NINGPO,"
Captain Phillips, will be despatched as above
on FRIDAY, the 24th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1899. [1445a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"ASAMA,"
will be despatched for the
above Port, on or about the 24th December.
For Freight or Passage, apply to
SHEWAN TOMES & Co.,
Agents.
Hongkong, 21st November, 1899. [1447a]

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"AFGHANISTAN,"
will be despatched for the above port.
For Freight, apply to
DODWELL & CO. LIMITED,
Agents.
Hongkong, 21st November, 1899. [1266a]

Intimations.

NOTICE.
THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

JEYES FLUID
THE BEST
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11]

DEPARTMENT.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

NOTICE.
THE OFFICES of the "HONGKONG
TELEGRAPH" have This Day been
removed to No. 80, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & Co.)
to which address all communications should
be addressed.
ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

A. S. WATSON & Co., LIMITED.

A FAVORITE
CHAMPAGNE.

BOLL & CO.

VIN NATURE VINTAGE 1892
EXTRA SEC.
AND
CHAMPAGNE QUALITY EXTRA.

This high-class Wine is largely
used in the best London Clubs and
and Leading Hotels.

PRICE:
\$40 per case, 1 doz. quarts.
\$42 " 2 doz. pints.

Sole Agents:—
A. S. WATSON & CO. LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

DEATHS.

On the 12th October, at Erith House, Erith,
Philip BURNARD CHENERY AVES, C.M.G.,
late Colonial Surgeon and Inspector of Hos-
pitals, Hongkong, aged 59, eldest son of the
late Philip Burnard Aves, M.D., Lond., Chief
Medical Officer, Civil Hospital, Mauritius.

On the 11th October, at London, CHARLES
ANDREW BLACK, of the Hongkong and Shang-
hai Bank, younger son of George Black, Banker,
Inverness.

The Hongkong Telegraph

HONGKONG, TUESDAY, NOVEMBER 21, 1899.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, November 19th.

General Hildyard, who is now command-
ing at Estcourt, reports that the enemy's
patrols are advancing throughout the country
from Gourton Road to Ulundi and various
bodies from 500 to 700 strong are advancing
on Estcourt.

General Clery is now commanding South
of Ladysmith.

The Boers have destroyed the great
Tugela bridge.

General Methuen with a brigade of Guards
is advancing from the Orange river to the
relief of Kimberley immediately.

General Joubert, who has been indisposed,
is now better. This apparently disposes of
the report of his death.

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charge, and the hearing was adjourned to a day
to be fixed hereafter.

The Plague in Kobe.

TOKYO, November 14th.

Marquis Saigo, the Home Minister; Mr.
Ramatsuma, Vice-Minister; Dr. Hasegawa,
the Director of the Sanitary Bureau; Dr.
Yamane, Chief of the police doctors; Dr.
Kobata, a Councillor in the Home Department,
are holding a conference at the official resi-
dence of the Home Minister, and are consider-
ing a proposal to burn down the houses at the
place where the plague broke out at Fukujima.

Crown Prince to Leave Maiko.

TARUMI, November 14th.

It is stated that owing to the outbreak of
plague at Kobe, the Crown Prince will embark
on the cruiser Asama to-morrow at Akashi, and
proceed to Numazu.

WEATHER REPORT.

The Observatory report says:—

On the 21st at 11.55 a.m. the barometer has
risen on the China coast, fallen in the Philip-
pines and Japan. The high pressure area still
covers China, and pressure seems to be low in
the Pacific, probably to the S.E. of the Loo-
choos. Gradients moderate to rather steep,
with very strong monsoon in the N. part of the
China Sea. FORECAST—Fresh N. winds; fair.

LOCAL AND GENERAL.

THE Janet Waldorf Company have left Manila
for Singapore. They intend to make Calcutta
for Christmas week.

THE Association Football Match between Com-
panies B. and G., Royal Welsh Fusiliers, was
postponed yesterday and will be played on Fri-
day next.

THE return of cases of communicable diseases
reported in the Colony for the week ended 18th
November shows one case of bubonic plague
and three of enteric fever, two cases being from
H.I.I.M.S. Carlo Alberto.

THE body of a dead Chinaman was picked up
on the foreshore at Kennedy Town, Yesterday
Morning. It was very much decomposed but
appeared to be that of a man of about 35 years
of age. The body has not been identified.

WE learn that there is, so far, no foundation for
the report which is being circulated anent the
capture of Aguinaldo. It should be borne in
mind that he has been reported as killed on
previous occasions. Such an important capture
would not long remain a secret.

MR. WINSTON SPENCER CHURCHILL, who is
reported by Reuter to have fallen into the
hands of the Boers after a remarkable display
of bravery, is one of the London Morning
Post's special correspondents. He is the eldest
son of the late Lord Randolph Churchill.

The Post is also represented by Mr. E. F. Knight
(the well-known war correspondent and author,
whose Times letters from Cuba during the
Spanish-American war attracted so much atten-
tion) and Mr. John Stuart, Editor of the Johan-
nesburg Mining Journal. Mr. Stuart is with
General White's force in Ladysmith.

A CORRESPONDENT of The Record at Mahanoy
City, of a statistical turn of mind, says that he
has kept a daily account of the reported
number of Filipinos killed and wounded since
the firing of the first shot at the waterworks,
near Manila. His footings, up to August 12,
are:—

Number of killed 63,984
Number of wounded 426,720

This makes an appalling total of damage to
life and limb done by our soldiers. If there
be added the usual deaths from disease and
hardship Aguinaldo can have but few Tagals
left. But we suspect the killed and wounded
have been many times exaggerated in the
count and in the dispatches. No doubt, too,
there are duplications, growing out of suc-
cessive descriptions of the same skirmishes.—P.
Record.

THE MYSTERIOUS DISAPPEAR- ANCE OF A SOLDIER.

In our report of the curious case of mistaken
identity of a soldier, we stated that the second
missing man had been found drowned. This in-
formation, on further enquiry, has proved to
have been derived from an unreliable source.
The body of Private Jones has not yet been re-
covered, and there is still a doubt as to whether
he is dead or was picked up after he fell from
the sampan, while attempting to board the
Meane. All that is known for a certainty
being that his cap and stick were found on the
Meane's gangway, that a cry from a falling
man was heard by those on board and that
boats were immediately sent to look for the mis-
sing man, but were unsuccessful. It must be
remembered, however, that the Meane was
drowned, and he was an expert swimmer having
swum three quarters of a mile while in Malta,
so there is a possibility that he was saved and,
from some unknown reason, has not yet reported
himself.

We have also been enabled to gather the
following facts, which show how the mistake
in identification was made in the first place,
and how the body was buried without the
mistake being remedied. Private Jones was
also employed on the Meane, but was last
seen drinking at one of the saloons in
the West End of the city. He was absent from
his duties in the morning and was reported to
the military authorities. There was nothing at
that time, to show that it was not a simple
"absent" and so the military authorities did
not report the case to the police, as it is not
usual to report an absentee until 48 hours have
expired, when he is declared to be a deserter.
The police therefore did not know anything
about the disappearance, but the natural explanation
of Jones' disappearance was that he was drowned,
his case was immediately reported to the police
authorities and a lookout for the body was
instituted. The police were put in possession
of a dead body of a soldier, presumably Jones,
a sergeant of the R.W.F. was sent for to identify
the body, which was in a very advanced state
of decomposition, and as the two men were
nearly of the same height and build, the sergeant
had no hesitation in saying it was Jones.

Before a soldier is laid in his last resting place
his comrades are allowed to view the body, and
when doing so some recognised that a mistake
had been made but were so foolish as not to

acquaint their officers of the fact. The funeral
was therefore carried out and the man buried.
On the way back from the cemetery the officer
heard the men whispering and muttering
amongst themselves and so asked them the
reason. As soon as it was discovered that
there was a doubt of the man's identity it
was reported to the police and application
made to have the body exhumed and re-
identified. Yesterday afternoon, Mr. Gompertz
went down to the cemetery with eight soldiers,
four of whom were well acquainted with Jones
and four who knew Jordan; the body was ex-
humed and as a mistake had been made it was
transferred to the Roman Catholic cemetery,
to which persuasion Jordan belonged. A
coroner's inquest will be held next Friday at
2.15 p.m., when the whole facts bearing on the
deaths of the two men will be fully investigated.

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FOOTBALL.

Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOID and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
Proprietors and Sole Manufacturers,
9, Old China Street,
Shanghai.

12th October, 1899.

[1242]

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[1239]

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ANTIPYRINE

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"LION BRAND"

In Powder and Crystals, also in Drops of 5
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Wine, &c.FEVER, RHEUMATISM AND NEURALGIC
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ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhoea in 1 to 2 per cent. solu-
tions—possesses similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.It is requested that the directions on the
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BEWARE OF SPURIOUS IMITATIONS.

[134]

UNTOUCHED BY HAND.

**MELLIN'S
FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,
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Ricord, Rostan, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
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foundation of stricture and other serious dis-
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lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary syn-
dromes, disease of the bones, sore throat, and all
diseases for which it has been too much a
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the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the
body.THERAPION No. 3, for nervous exhaustion,
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possesses surprising power in restoring strength
and vigor to the debilitated.THERAPION may be procured at 2/6 and
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Merchants throughout the world. In ordering,
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affixed to every genuine package by order of
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Price 1s. 6d. post free 2s. Every man and
woman should buy this book, as instructions
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TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1899.

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K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899.

CARLO LINEUM A VENA RIUS
USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
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LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1899.

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JAPANESE FINE ART CURIOS.

21 & 23, QUEEN'S ROAD, HONGKONG.

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and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1899.

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MAKERS, JEWELLERS, SILVER

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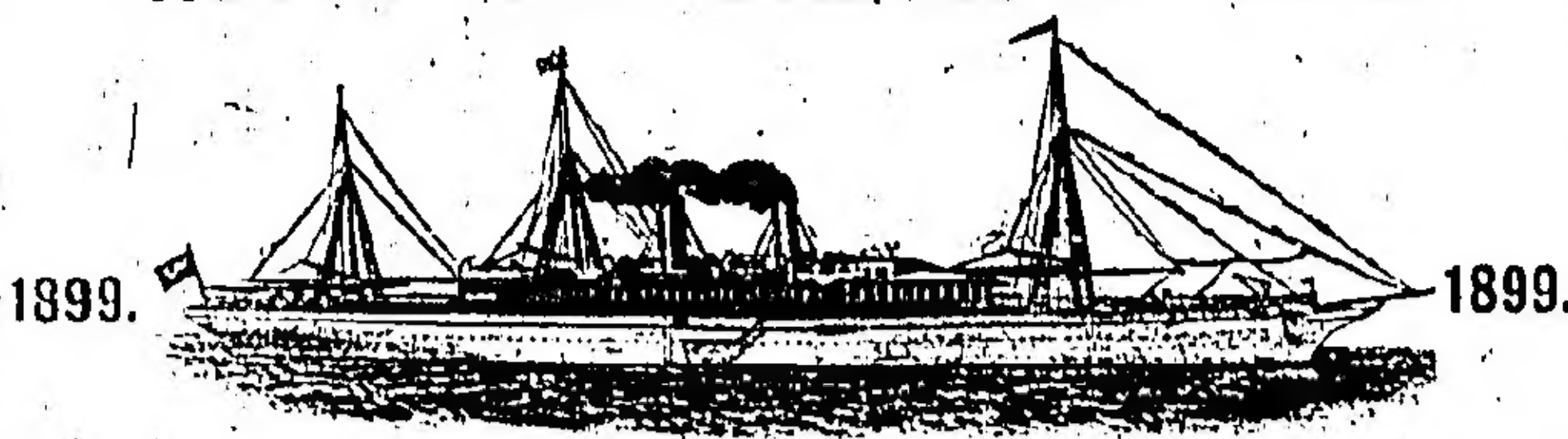
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[130]

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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 17th Jan., 1900.THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS
OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 3, 6, 9 and 12 months.SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japanese Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unsurpassed.For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pall Mall Street, 13.

Hongkong, 25th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

City of London 3,229 | R. W. Scott | Nov. 23

City of Idaho 2,832 | F. McNair | Nov. 25

Siam Iron 3,877 | W. Attree | Dec. 9

City of Dublin 3,328 | J. R. R. | Dec. 9

Also

FOR PORTLAND, OREGON.

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
GATION COMPANY.

Almonmouth 2,874 | W. A. Evans | Dec. 23

Overglide 3,777 | J. Murray | Jan. 27

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON 47.Excellent accommodation. First-class Ta-
bles. Doctor and Stewardess on board.

HONGKONG TO NEW YORK 44.

The Railroad travelling is second to none on
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Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 48.

Rates of Passage to other points on application.
Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED,
General Agents.

Hongkong, 21st November, 1899.

[134]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL,
AND SOUTH AMERICA, &c.

Lady Joyce 1,319 | about | Nov. 30

Strathgyle 1,523 | about | Dec. 15

Carlisle City 3,002 | about | Dec. 31

THE Steamship

"LADY JOYCE"

will be despatched for SAN DIEGO VIA

NAGASAKI, KOBE, YOKOHAMA and

HONOLULU, on or about THURSDAY, the

30th instant.

Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 4th November, 1899.

[1330]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRATTS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERMANENT GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship

"BENGAL"

Captain S. Barcham, carrying Her Majesty's
Mails, will be despatched from this for
BOMBAY, &c., on SATURDAY, the 25th
instant, at Noon, taking Passengers and
Cargo for the above Ports.Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 11th November, 1899.

[13]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Thursday, 30th Nov.,
at Noon.Doric (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 23rd Dec.,
at Noon.Coptic (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) Saturday, 30th Jan.,
1900, at Noon.

THE Company's Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on THURSDAY, the 30th instant, at Noon.Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways, and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways,
to Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco, to the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 4th November, 1899.

[1310]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOSAI MARU	VLADIVOSTOCK, VIA SWATOW, ANOV, SHANGHAI, WEI-HAI-WEI, CHIEFOO, CHEMULPOO & NAGASAKI	THURSDAY, 23rd Nov., at Noon.
KAMAKURA MARU	KOBE and YOKOHAMA	THURSDAY, 23rd Nov., at 4 P.M.
KASUGA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 24th Nov., at 4 P.M.
HIROSHIMA MARU	KOBE and YOKOHAMA	FRIDAY, 24th Nov., at 4 P.M.
FUTABA MARU	NAGASAKI, KOBE and YOKO- HAMA	SATURDAY, 25th Nov., at 4 P.M.
MIKI MARU	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 28th Nov., at Noon.
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 1st Dec., at Noon.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office at No. 7, Prince Central.A. S. MIHARA,
Manager.

Hongkong, 20th November, 1899.

[6]

NORDDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAMBURG	HAVRE and HAMBURG.	3rd
Thyris	(LONDON with transhipment in HAMBURG)	December.
*KONIGSBERG	HAVRE and HAMBURG.	About 10th
Christiansen	(LONDON with transhipment in HAMBURG)	December.
AMIRIA	HAVRE and HAMBURG.	About 2nd
Burmester	(LONDON with transhipment in HAMBURG)	January.
*SARNIA	HAVRE and HAMBURG.	About 10th
Fuchs	(LONDON with transhipment in HAMBURG)	January.
*SILESIA	MARSEILLES, HAVRE & HAMBURG.	About 20th
Behrens	(LONDON with transhipment in HAMBURG)	January.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and
a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

[981]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and
Honolulu) Saturday, 9th Dec.,
at Noon.NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Wednesday, 3rd Jan.,
1900, at Noon.AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Saturday, 27th Jan.,
1900, at Noon.

THE Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 9th December, at Noon,
taking Freight and Passengers for Japan, the
United States, and

A BOER WAR AND NATIVE ALLIES.

(By a South African.)

(Pall Mall Gazette.)

Although, in the event of a Boer war, it may not be judged expedient to arm any of the South African natives, it is still possible to utilize them in a number of ways. As scouts and guides their services may be invaluable. It must be remembered that, in all probability, the Boer marksmen will adopt the same tactics in a future campaign as they have adopted in the past, and will pick off our men at long ranges or wherever they can fire at little or no risk to themselves. They will not mass or fight in bodies, but each rider will dismount after his own fashion, throwing the reins over his horse's neck, choose his own bit of cover, whether a large boulder or bush, and then retreat as soon as possible. He will generally be at a place where he has already found the exact distance—say, 400, 500, or 600 yards, and perhaps further. But he will be always very chary about exposing himself to view. Against units of this sort a charge of cavalry may be impossible owing to the very nature of the ground that they have selected. Nor will quick-firing guns, or, even devastating power, be of much avail, for, unlike the hosts of Derwishes, the Boers have no idea of charging in the impulse of mad enthusiasm. If it were possible for a British force to march over the open veldt to Pretoria or Johannesburg without approaching any kraal or kopje (that is, cliff or hillock) nearer than 600 or 1,000 yards, it is quite possible that they might be completely unmolested during the whole route. Except the Boers, the natives have never been caught out in the open. On that occasion Sir Harry Smith was a smart officer and knew what he was about, and was favoured by fortune. If the Boers alter their tactics and carry about heavy guns, or trust to artillery rather than to rifles, they will probably expose themselves to a reverse. The Germans and others who are said to be forming themselves into a corps on their behalf will probably alter the fighting tactics a little, but German drill is not Boer drill.

Whatever happens, however, in the course of a Boer war, it is clear that the very first thing to be required of an operating force is a most exact and accurate knowledge of small geographical details. At a distance the South African veldt in its large outline, seems to lie open and free from opportunities of ambush and shelter, but a closer inspection, especially in the vicinity of a small hill or spur of a mountain range, or near a river bank, will reveal large stones, boulders, ant-hills, and "slits"—i.e., washed-out water-holes. If a town were near a place of this sort, it would be a place for caution. The enemy has probably found his distance with accuracy, as he did at Laing's Nek and elsewhere, and shoots at an advantage. It may happen that the adjoining mountain, with a broad grassy plateau above, affords a perfect retreat along a steep path up which a Boer pony, without shoes, can scramble with perfect safety. Any one who has shot "reebok" or pursued "kipp-springs" along the South African mountain ridges with the aid of a clever little South African pony, which will do anything it is asked to do, will know what a superiority a Boer may have over a stranger in a country of this sort. The Boers with their veldt-schoons are as nimble as so many baboons up the mountains. No cavalry regiment would be of the slightest avail against such adversaries as these, who would have the following advantages: a knowledge of the country, a more efficient rifle with a longer range, and greater power of mobilization. The best thing would be, of course, to avoid all places in the South African veldt where ambush is possible.

For a road across the South African veldt is simply a track cut a random, to be altered very often at the sweet will of the "kruyers" or carriers, supposing a flood has washed out a bad place. To choose the best road—namely, the one that is safe from ambushes, such as we have described, will be the first duty of our pioneers, even if considerable detours have to be made. We are dealing with a foe that hides and does not attack. The work, then, for our best cavalry regiments is really scouting for a way, and to send them out with the idea that they will ever charge the Boers in mass is surely trusting to a chance that may never arise.

SPOORING.

It is in the work of scouting and tracking, or "sporing," especially that Basutos, Bechuannas, or Awasies, may be of the greatest possible use to an expeditionary force. No one can detect with accuracy the signs and vestiges of a foe so well as natives, and they should be mounted, so as to give them as wide a range as possible. The time for their greatest activity and alertness should be just before daybreak. With a cloud of spoorers on this side and on that, a British force would run little risk of being led into a tight corner or along a narrow pass, when an unseen foe might pour in a murderous and efficacious volley. A Basuto corps on their stout little ponies, furnished, if necessary, with field glasses, is a force worth mentioning, and ordered simply to reconnoitre and not fight, would be an ideal corps.

The instinct which the South African has by nature for interpreting the signs around him and of scenting a foe from afar is simply marvellous. The crushed leaf or broken twig, the imprint of a hoof, the sound of a bird's note of alarm, the scolding of a "dassie" or rock-rabbit, and the grunt of baboons up a mountain side are all evidence of a tell-tale character to him. He reads the veldt like an open book, and it is he who really has taught the Boer his craft and cunning. Why should we not use this aptitude of the natives for our own advantage? They must be the eyes and ears of our expeditionary force. They can tell the numbers of a concealed body of skirmishers by signs which no European can read. They will be the feelers of our advancing columns.

FINDING THE RANGE.

With regard to accurate rifle shooting, it must always be remembered that the South African atmosphere is transparent and elusive. The best shot at Blisley, suddenly translated to the South African veldt, where a glimmering mirage so often prevails, would find himself out of it, at any rate at first. It is in finding the right range and distance that a colonial-born man, with hand and eye trained on the South African veldt, has an advantage. There are plenty of English colonists, however, who are quite as good shots as the Boers. It must be added that at Bronkhorst Spruit, Laing's Nek, in gorges, and elsewhere the accuracy of Boer shooting was owing to their having already known the exact distances. No doubt all these things have long since been thought out carefully by our military authorities, but, all the same, when large numbers of troops are landed for the first time upon the South African veldt, obvious truths have to be insisted upon more than once. Probably no spot in South Africa is as difficult as the valleys which were the scene of our recent frontier campaign in India. But the Boer foe is different from an Indian foe. Let us grasp his mode of fighting, then, and let us use the native for information, and tracking, and above all study the small geographical features of the land. It may be impossible to use the railways in the Transvaal in the event of hostilities, and so our advance may be by road or trackway. If the chief towns or dorps can once be held,

there will be no need to follow the Boer farmers up to their scattered homesteads amongst the kloofs and valleys of their country. The country "dorp" is the centre of his country life, without which he cannot exist at all, and if we hold this we have a very substantial hostage for good behaviour.

The Boer farmers would be particularly sensitive to sudden raids and attacks made upon their home-steads. These might be threatened from different points, and the very threat would keep the Boers at home and prevent their concentrating in large numbers anywhere. An attacking party might easily take advantage of a "kopje" and fortify it, provided that it is chosen well. The Boers, in spite of the Majuba achievement, which is capable of explanation as having happened at a hollow trap difficult to defend unless the soldiers showed themselves against the sky line, have never been fond of storming strong positions. They have never done so in the various Basuto wars. Another question is this: Will the Boer farmers of the Cape Colony join the Transvaalers? This is not probable. Take such a district as that of the Paarl, Oudtshoorn, Swellendam, and the south-western part of the Cape Colony, the distance of more than one thousand miles—is prohibitive. If there is any treason on a large scale the Civil Commissioners and resident magistrates are sure to hear of it, and the Transvaal sympathizers become marked men, liable at least to heavy fines. A Boer, as a rule, does not like fighting out of his own district and neighbourhood.

LATE WAR NEWS.

Via Australia.

The Queensland Contingent.

BRISBANE, October 25th.
The date of the departure of the Queensland troops for the Transvaal has not yet been definitely fixed, but they are expected to leave on Monday, in which case that day will be proclaimed a public holiday.

There are now in camp near Brisbane some 280 men who have volunteered for service in South Africa, and of this number eighteen have been rejected.

The Naval Preparations.

LONDON, October 25th.
All the British cruisers which were mobilized for the recent naval maneuvers are preparing for active service, and are being put into commission. These preparations are so obviously beyond the necessities of the trouble in South Africa, that it is regarded now as an open secret that Government fear some complications with the others of the Great Powers before many weeks.

After Elandsagte.

It is reported that after the battle at Elandsagte the Boers and the British fraternized on behalf of the wounded.

The Russian Press.

The Russian Press speaks in highly laudatory terms of the bravery of the British in the recent fighting at Glencoe and at Elandsagte.

Lee-Metfords for Volunteers.

All the Cape Volunteers have been supplied with the Lee-Metford rifles.

Barriades at Kimberley.

LONDON, October 26th.
Latest reports from Kimberley state that the place is now completely invested. The streets are barricaded, and the roads blocked with barbed wire fencing.

Intervention Improbable.

Owing to the recent movements of the Russian and French fleets, the Times this morning discredits the fears of any alarming Continental combination at present.

Dawson City Volunteers.

Hundreds of men are volunteering at Dawson City for military service in the Transvaal.

Boer Civility.

The Boers are reported to have treated the British burial parties at Elandsagte with great civility.

Mafeking.

The Boer artillery has shelled Mafeking, and several houses caught fire and were soon in flames.

The Boers on Friday removed all their guns from before the place.

Another Proclamation.

President Steyn has issued another proclamation in which he calls upon the colonial Boers to help their brethren.

NEW PORT OF DALNY.

TERMINUS OF SIBERIAN ROAD.
ST. PETERSBURG, September 16th.

Events have been moving with such rapidity in every quarter of the globe during the past month or six weeks that the progress of the great Russian railway enterprise has been almost overlooked. Since M. de Witte, the Minister of Finance, received the Imperial command on August 11th to take the necessary steps for founding a new town at Talien-Wan, to be called in future Dalny, which is to be the eastern terminus of the Trans-Siberian Railway, a great deal has been done. The Bay of Talien-Wan possesses all the natural properties requisite for its becoming one of the principal centres of general trade and for the attraction of enterprising men of all nationalities. The town of Dalny is being developed on a regular plan, and no speculative building is permitted.

It certainly augurs well for Dalny that it has been declared a "free port" so long as the territory of Talien-Wan is ceded by China to Russia. Thanks to this privilege, the port of Dalny will be able to import and export freely every kind of goods without being compelled to pay duty. However, as is the case in all other "free ports," tonnage, anchorage dues and all other harbour dues necessary for the proper maintenance of the port will be duly levied.

The commercial development of the port of Dalny cannot fail to exert a great influence upon the traffic of the Trans-Siberian Railway, and the freedom of trade will permit Russian and foreign merchants to establish sound business relations. The success of the railway, which depends in great measure upon the regularity of the intercourse and the establishment of relations between its terminus and the commercial centres of the Far East. In view of this fact, and in consequence of the tendency of late manifested by Japan to monopolize the steamship service in the district eventually to be served by the Trans-Siberian line, the Russian authorities considered the question of establishing a Russian service of steamers in the Pacific. The Siberian Railway and the various subsidiary enterprises connected with it will naturally be potent factors in reviving and riveting the relations between Russia and the countries of Eastern Asia. But in order to preserve them essentially Russian, and to make them answer the purpose for which they are con-

structed, namely, the creation of interests purely Russian in the districts affected, there must be a sufficient number of Russians on the spot ready to set to work so soon as the railroad is completed. The Oriental Institute, shortly to be opened at Vladivostok for the purpose of instructing Russians in the Oriental languages and in the chief elements of political and commercial education, is expected to afford great assistance in this direction.—*Inquirer.*

NAVAL NEWS.

ENGLAND STILL HAS A GREAT LEAD AND WITH SHIPS BUILDING CAN EASILY MAINTAIN IT.

France, like the other great powers of the age, is hustling to bring her navy up as near as possible to the British standard. Today she has nearly twenty-five ships building. As a naval power France stands next in importance to Great Britain, and it, therefore, becomes of much interest to compare the two, and the following table will be interesting.

England.	France.
Battleships, first-class.....	45
Battleships, second-class.....	20
Battleships, third-class.....	11
Coast defense ships.....	14
Cruisers, armoured.....	21
Cruisers, first-class.....	23
Cruisers, second-class.....	33
Cruisers, third-class.....	44
Torpedo gunboats.....	34
Torpedo boats, first-class.....	145
Torpedo boats, second-class.....	12
Torpedo boats, third-class.....	45
	466
	393

*Fire building.
**Ten building.
***One hundred and eight are destroyers.

Neither of the foregoing lists include transports or ships out of service. England has nearly one hundred ships building.

It is intended to increase the French fleet by a programme covering a period of several years. The total sum proposed to be laid out during eight years beginning with 1898 is 721,825,372 francs. In all, the programme means the construction of eighty-five vessels, eight of which are battleships and ten first-class cruisers.

Among the new French vessels are the *Henri IV*, the *Duval*, and *La Hire*. The *Henri IV* was launched not long ago at Cherbourg in the presence of Vice-Admiral D'Almeida, the Maritime Prefect and Commander-in-chief at that port, and M. Bertin, her designer. The *Henri IV* took the water amid the cheers of 30,000 spectators and the playing of the "Marseillaise" and the Russian hymn by the band. She is a ship of a new type in the French navy and ranks as a second-class battleship. Her design, principally for coast defense. Her structure is in part that of a battleship and in part that of a monitor—battleship at the bow, with a high freeboard, and monitor at the stern, where her quarterdeck is only a yard or so above the water line. The *Henri IV* is 102 metres (433 feet) long and 22 metres (86 feet) in width—a beam much greater than is usual in vessels of that length. Her tonnage is 8,960, and her horse-power 11,500. She has three propellers, and her estimated speed is seventeen knots. Armament: Two 27-centimetre (10-inch) guns, in turrets, and seven 14-centimetre quick-firing guns, with fourteen smaller guns.

The *Duval* is a torpedo boat destroyer of 300 tons, having a length of 55 and a width of 6.30 metres. With her indicated horse power of 3,000 she has steamed over twenty-seven knots, with her coals, stores and armament on board to the weight of eighty tons—more than twice the weight (as the French naval writers take a natural pleasure in pointing out) of the corresponding equipments, etc., on foreign vessels of her class. The gun platform of the *Duval* is rather higher above the water level than usual, and gives her guns as much scope as in vessels of much greater displacement. Her armament consists of one 65-millimetre quick-firer and six of 47-millimetre, with two torpedo tubes. The *Duval* was built at Havre.

The already powerful fleet which France maintains in the Mediterranean will very shortly receive a small but useful addition in the new torpedo cutter *La Hire*, which is now undergoing her final trials at Cherbourg. *La Hire* is a vessel of 898 tons, and though her speed does not exceed twenty-three knots an hour, her designers consider that her superior size will enable her even to become a formidable menace to destroyers, not to mention torpedo boats, in an ordinary seaway. The armament which is to be brought into play against these smaller craft, should she prove to have the capabilities claimed in the way of speed at sea, consists of a dozen quick-firing cannon. Six of these are on the spar deck and fire forwards, weighing about eight pounds apiece, while the other six are three-pounders and are distributed between the bridge, the spar deck and the after deck. *La Hire* is about 256 feet in length, with a beam of 27 feet, and her twin screws are driven by engines of 6,400 horse power. She has two funnels and the same number of light pole masts.

There is a remarkable difference in the appearance of first-class battleships of the British and French navies. The *Hoche* is of 20,822 tons displacement, her heaviest armament being 18 inches thick. Her armament consists of two 13.4-inch guns; two 10.8-inch guns; twelve 5.5-inch quick-firer guns, and twenty-nine small quick-firer guns. She has five torpedo ejectors, an indicated horse power of 11,000, and a normal speed of 17 knots. As to the *Revenge*, she is of 14,150 tons displacement, her extreme armament, like the *Hoche*, being 18 inches. Her armament consists of four 12-inch guns; ten 6-inch guns, of quick-firer pattern; two 6-pounders and twelve 3-pound quick-firers. The *Revenge* has seven torpedo ejectors, an indicated horse power of 13,000, and a normal speed of 17.5 knots.

The Argentine Republic appears to be making preparations for that attack on Chile, which South American statesmen have long regarded as almost inevitable. By buying successive cruisers constructed for the Italian Government, building others at Elswick and creating a respectable torpedo flotilla, Argentina has now raised herself to the position of being the strongest naval power in South America. Brazil, which has a slower development, looks on with curiosity at this new activity. The energy of the Argentines is not confined to the buying of ships. They have adopted a plan of coast defense, and are building forts armed with 10-inch Krupp and mortars at many important points. Bahia Blanca is the centre of activity, while Port Beltrano is designed to become the Argentine Portsmouth. It lies in a secure position, reached by a well-defended channel, and the whole area of 200 yards long is now being built, and there is to be ample accommodation for twenty of the armoured cruisers which the Argentine navy affects, with torpedo boats, a dry dock, gunnery and other stores, coal sheds and apparatus, workshops, barracks, and every necessary for repairing, fitting and equipping warships. The port will also have the naval school and observatory, a large hospital and quarters for officers and men, with a great drill ground where 200 men may be drilled. Evidently the Argentines are resolved to hold the mastery in the southern part of South America.—*Pan Record.*

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Al Moa, Mrs.
Allsopp, G. F. E.
Abbott, E.
Beck & Co., A.
Brooks, Captain J. S.
Bingham, J. E.
Barker, A. M.
Baber, Miss Z.
Blum, M.
Bird, E. G.
Balmer, Miss J.
Buckley, P.
Bachmann, Mrs. E.
Bartrand, N.
Bowman, W.
Bingham, Mrs.
Borrowdale, J. T.
Breitag, Mrs. L.
Corfield, Mons.
Crawford, T. C.
Cohen, M. C.
Calden, Miss
Crawford, F. O.
Cong, G.
Chubb, A.
Camillo, C.
Charoussat, P.
Colant, Miss M.
Chanson, Mme.
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Crawe, Miss P.
Cooke, D.
Dunlop, F. J.
Duncan, Mrs. J. A.
Duchrocher, Mons.
Debeaux, R.
Dadre, Mons.
Dubbers, A.
Dalton, E. C.
Dank Yeona, Mons.
Dahl, L.
Deszo, D.
Eldelstein, P.
Edford, Mrs. C.
Elliam, Dr. W. A.
Francis, Mr.
Finnmark, L.
Fennell, A.
Fondley, C. F.
Graham, Miss L.
Guerra, T.
Glasco, Mr.
Gough, W.
Gott, L.
Hutchinson, Mrs. F.
Hofstad, L.
Harding, W. A.
Hart, W. M.
Harvey, Mrs. C.
Hudson, L. A. K.
Heinszen & Co., C.
Hesketh, S. B.
Harrison, W. H. C.
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Hold, J. G.
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Johnston, A. H.
Joseph, W. C.
Kaniel, J.
Kinnel, J. J.
Loy, Pung, Mr.
Lloyd, G. R.
Lock, H. S.
Lambe, W. P.
Lawson, H. L. W.
Lehmann, A.

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Coelman, R.
China, Bazaar
Cuvill, James
Cameron, Wm.
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Cunningham, A.
Din, Mur
Dunlop, Capt.
Fannist, Miss A.
Freidmann, M.
Fook Sing & Co.
Fehiz, Dr.
Fakaz, D.
Godaneky, E.
Gdansk, S. O.
Harris, P.
Heske, S. B. (2)
Haller, G.
Hopper, G. W.
Hauflmann, W. W.
Israel, Elisk
Jorge, J. V.
Jackson, Sergt. C.
Karim, Abdul
Ko Sin Fan
Kalandar Khan
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Legner, H. L. (2)

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Hongkong, 20th November, 1899. [14344]

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MCGREGOR BROS. & CO.,

Hongkong, 18th November, 1899. [13552]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI AND KOBE.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on THURSDAY, the 23rd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1899. [13812]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KASUGA MARU."

3,800 Tons Gross, Captain E. W. Haswell, will be despatched for the above port, on FRIDAY, the 24th instant, at Noon.

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Hongkong, 20th November, 1899. [14422]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain P. H. Rolfe, R.N.R., will be despatched as above on SATURDAY, the 25th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th November, 1899. [14352]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to

MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 20th November, 1899. [12132]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MACHAON."

Captain Hamah, will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd October, 1899. [13332]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"IDOMENEUS."

Captain Riley, will be despatched as above on TUESDAY, the 12th December.

For Freight, apply to

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Hongkong, 16th November, 1899. [14332]

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Hongkong, 18th January, 1898. [135]



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The Share Market.

LATEST QUOTATIONS.

(November 21st.)

Banks.
Hongkong and Shanghai Banking Corporation—349 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) 1 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—1.5 buyers.
National Bank of China, Ltd.—\$30.
Do. —\$30.

Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$242.
China Traders' Insurance Co., Limited—\$59.
North China Insurance Co., Ltd.—\$200.
Yangtze Insurance Assoc., Ltd.—\$121.
Canton Insurance Co., Ltd.—\$133.
Strait Insurance Co., Ltd.—\$5.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$330.
China Fire Ins. Co., Ltd.—\$87.

Shipping.
Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.
Indo-China Steam Navigation Company, Ltd.—\$82.
China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$474.
China Mutual S. N. Co., Ltd.—(Preference)—\$9.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$5.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—\$3 buyers.
Star Ferry Co., Ltd.—\$214.

Refineries.
China Sugar Refining Co., Ltd.—\$130.
Luzon Sugar Refining Co., Ltd.—\$47.

Mining.
Punjab Mining Co., Ltd.—\$9.
Do. —Preference Shares—\$1.50.
Société Française des Charbonnages du Tonkin—\$300 buyers.
Queen Mines, Limited—\$0.47.
Jebleu Mining and Trading Co., Ltd.—\$134 sales.

Raub Almas Gold Mining Co., Ltd.—\$64.
Oliviers Freehold Mines, Ltd.—(A) \$9 buyers.
Oliviers Freehold Mines, Ltd.—(B) \$7.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$25 per cent. prem.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$87.
Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.
New Amoy Dock Co., Ltd.—\$184.
Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.
Hongkong Land Investment and Agency Co., Ltd.—\$112.
Kowloon Land and Building Co., Ltd.—\$28.
West Point Building Co., Ltd.—\$29.
Hongkong Hotel Co., Ltd.—\$124.
Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$384.
China-Borneo Co., Limited—\$104 buyers.
A. S. Watson & Co., Limited—\$125.
Hongkong Electric Co., Limited—\$104.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$189.
Geo. Fenwick & Co., Ltd.—\$52.
Hongkong Ice Co., Ltd.—\$123.
Hongkong High-Level Tramways Co., Ltd.—\$147.
Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15 buyers.
Bells Asbestos Eastern Agency, Limited—\$1 nominal.
Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$68.
Ewo Cotton Spinning & W. Co., Ltd.—\$1.64.
International Cotton Mfg. Co., Ltd.—\$1.75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.—\$1.77.
Soy Chee Cotton Spinning Co., Ltd.—\$1.35.
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Hongkong, 21st November.
ON LONDON, Telegraphic Transfer, 1/11 5/16.
Bank Bills, on demand 1/11 1/2.
Credits, 4 months' sight 1/11 1/2.
Debits, 4 months' sight 1/11 1/2.
ON BERLIN, (demand) M. 1.99.
ON PARIS, Bank Bills, on demand 2.45.
Credits, 4 months' sight 2.50.
ON NEW YORK, Bank Bills, on demand 47.
Credits, 30 days' sight 47.
ON BOMBAY, Telegraphic Transfer 144.
ON SHANGHAI, Telegraphic Transfer 714.
Private, 30 days' sight 714.
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Sovereigns, Bank's Buying Rate \$10.39.
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Bar Silver 53.65.
Dollars 41 per cent. prem.

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Miss M. Geary
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Major and Mrs. Griffin
Mrs. Groves
Mr. T. Guignard
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Mr. E. A. Katsch
Mr. Kinghorn
Mr. J. Kirkwood
Mr. J. Lamke
Mr. E. A. Leggett
Mr. A. Levy
Miss Lither
Mr. Emilie Lutz
Mr. A. G. Macmillan
Mr. W. V. Maslovsky
Mr. J. V. Mayston
Mr. J. S. McCall
Mrs. McCrackin and child
Mr. & Mrs. E. McLeod
Surgeon-General and Mrs. McVittie
Mr. T. S. Messer
Capt. and Mrs. Moller
Mr. P. Morgan
Mr. W. E. Moulds
Misses Newell (2)
Mrs. Newell
Mr. J. J. O'Neill
Mr. M. Pando
Mr. W. J. Parry
Mr. L. B. Porter
Mr. A. C. Van Nierop
Mr. Reeves
Mr. and Mrs. C. E. Richardson
Miss Richardson
Mr. G. E. Richardson
Mr. S. J. Robbins
Mr. R. T. Rolph
Mr. and Mrs. Schurch
Mr. H. Simmins
Mr. J. S. Simms
Mr. A. J. Hamilton
Synthie
Mr. Soa
Mr. A. Spagnolo
Mrs. M. Stanford
Mr. M. Steger
Mr. B. Taylor
Mrs. C. Thomas
Mr. & Mrs. H. Todd
Miss Twining
Mr. F. Uring
Mr. H. S. Vaughan
Mr. G. Waghorn
Mr. R. Wadlow
Mr. and Mrs. B. T. Walling and child
Mr. & Mrs. W. Whitley
Miss Whitley
Mr. and Mrs. A. W. Whitlow
Mr. and Mrs. Bagnall
Wild
Mr. W. Williamson
Mr. Geo. E. Wolf
Mr. J. M. de Zaniga

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. and Mrs. F. E. All-husen
Mr. John J. Bawman
Mr. H. F. R. Bryne
Mr. P. Bure
Capt. Van Corback
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Colonel H. Elsdale
Mr. J. S. Ezekiel
Mrs. A. Fleet
Mr. A. Forbes
Lt.-Col. A. R. Fraser
Mr. H. H. Gompertz
Colonel E. H. Gorges
Staff-Surgeon and Mrs. G. W. Home
Mrs. Ibory
Major G. R. St. John
Mrs. Geo. Lawless
Mr. J. E. Lee
Mr. C. W. Longuet
Mrs. C. W. Longuet
Mr. and Mrs. A. W. Marshall
Mr. R. Mitchell
Lt.-Col. The O'Gorman
Madame O'Gorman
Dr. Marx Peters
Hon. H. E. Pollock
Comdr. R. M. Rumney
Mrs. H. E. Sharp
Mr. A. Sinclair
Mr. A. Findlay Smith
Dr. Reich Stabsarzt
Mr. A. G. Stokes
Mr. P. Stokes
Mr. G. D. Thomson
Mr. G. H. Wheeler
Mr. A. G. Wood

CRAGIEBURN.

Rev. F. Flynn, R.N.
Miss Von der Pfordten
Mr. R. P. Johnston
Miss Gladys Von der Pfordten
Mr. C. Messer
Hon. and Mrs. R. D. M. T. Reeves
Capt. C. B. Simonds, R.A.
Miss Ormsby
Mr. and Mrs. Von der Pfordten
Consul Volpicelli
Miss Lillie Von der Pfordten

OPIUM QUOTATIONS.

Hongkong, 21st November.
New Patna 397 1/2 per chest.
New Benares 370
New Malwa 370 per picul.
Old Malwa 380/385
Persian, paper tied 320

VESSELS IN PORT.

Steamers.
ALGOA, British steamer, 4,896, F. G. Hansford, 15th Nov.—Moji 10th Nov., Coal.—P. M. S. S. Co.
AMARA, British steamer, 1,705, C. J. Mattock, 15th Nov.—Samarang 31st Nov., Sugar.—Landing, Matheson & Co.
AMIGO, German steamer, 372, J. Bendisen, 18th Nov.—Haiphong 15th Nov., General.—Jessen & Co.
BENLOMOND, British steamer, 1,752, C. K. McIntosh, 16th Nov.—Singapore 9th Nov., General.—Gibb, Livingston & Co.
CATANIA, German steamer, 1,880, A. Bode, 19th Nov.—New York 28th Sept., General.—Carlowitz & Co.
CHINGTU, British steamer, 1,453, J. Williams, 20th Nov.—Sydney 18th Oct., Brisbane 20th, Townsville 23rd, Cooktown 24th, Thursday Island 28th, Port Darwin 3rd Nov., Kemo (Celebes Id.) 7th, and Manila 17th, General.—Butterfield & Swire.
CHOWFA, British steamer, 1,050, J. Williamson, 15th Nov.—Bangkok 6th Nov., General.—Butterfield & Swire.
CLARA, German steamer, 675, A. Hansen, 19th Nov.—Haiphong 16th Nov., General.—Jessen & Co.
DAPHNE, German steamer, 1,292, Th. Nissen, 17th Nov.—Kutchinotzu 12th Nov., Coal.—Siemssen & Co.
DEUTEROS, German steamer, 1,001, E. Petersen, 19th Nov.—Saigon 13th Nov., Rice.—Siemssen & Co.
EMPRESS OF INDIA, British steamer, 5,904, O. P. Marshall, R.N.R., 1st Nov.—Vancouver 10th Oct. and Shanghai 29th, Mails and General.—C. P. R. Co.
EQUATORIA, Belgian steamer, 1,235, W. Williams, 22nd Oct.—Swatow 21st Oct., Ballast.—Lauts, Wegener & Co.
GLENSHIEL, British steamer, 2,204, J. McCullough, 20th Nov.—Foonchou 18th Nov., General.—McGregor Bros. & Gow.
HAILAN, French steamer, 377, W. Bast, 20th Nov.—Fakhoi and Hoihow 19th Nov., General.—A. R. Marty.
HAITAN, British steamer, 1,183, J. S. Roach, 19th Nov.—Foonchou and Amoy 18th Nov., General.—Douglas, Lapraik & Co.
HATING, French steamer, 705, M. Jensen, 19th Nov.—Haiphong and Hoihow 18th Nov., Rice and General.—A. R. Marty.
HOHNZOLLERN, German steamer, 2,039, H. Kitchner, 6th Nov.—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., General.—Meichers & Co.
KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 17th Nov.—Swatow 16th Nov., General.—Nippon Yusen Kaisha.
KUTSANG, British steamer, 1,495, R. C. D. Bradley, 15th Nov.—Java 4th Nov., Sugar.—Jardine, Matheson & Co.
MOVINE, British steamer, 3,016, R. Conradi, 20th Nov.—Amoy 19th Nov., General.—Shewan, Tomes & Co.
PAKSHAN, British steamer, 1,235, J. Jenkins, 20th Nov.—Bangkok 9th Nov., Rice and Meal.—Bradley & Co.
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 17th Nov.—Bangkok 7th Nov., and Koh-si-chang 9th, Rice and General.—Yuen Fat Hong.
PROPONTIS, British steamer, 1,390, W. Mackay, 20th Nov.—Koh-si-chang 11th Nov., Rice.—Heung Sing Steamship Co.
SANDAKAN, German steamer, 1,374, E. Muhle, 18th Nov.—Sandakan 12th Nov., Timber and General.—Meichers & Co.
SIAM, British steamer, 922, Farris, 19th Nov.—Bangkok via Koh-si-chang 10th Nov., Rice and General.—Bradley & Co.
UNDAUNTED, British steamer, 2,226, S. Elcoale, 9th Nov.—Philadelphia 8th Sept., Kerosine Oil.—Order.
WONGKOL, British steamer, 1,115, B. B. Brooke Pigoit, 17th Nov.—Bangkok 9th Nov., and Hoihow 16th, Rice.—Yuen Fat Hong.

Sailing Vessels.

ADOLPH OBRI, American bark, 1,302, Armsbury, 17th Oct.—New York 5th May, Case Oil.—Standard Oil Co.
LOTHAIR, Italian bark, 759, C. Levanger, 1st Oct.—Callao Peru 21st July, Iron.—Order.
MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct.—New York 16th May, Case Oil.—Order.
RETRIEVER, British schooner, 96, Parker, 8th Sept.—Honolulu 16th July, Ballast.—Order.
REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.—New York 30th May, Case Oil.—Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.—Cebu and Philippine Islands 22nd Aug., Ballast.—Order.
ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.—Manila 13th Sept., Ballast.—Reuter, Bröckmann & Co.
ST. MARK, American ship, 1,861, D. W. Dudley, 7th Nov.—Manila 19th Oct., Ballast.—Master.
STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.—New York 20th May, Kerosine Oil.—Standard Oil Co.
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 15th Sept., Ballast.—Mr. F. W. Hall.
WEST YORK, British bark, 756, N. S. Faister, 9th Nov.—Albion, W.A. 4th July, Sandal Wood.—Order.
WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, November 21st, 1899.
Alacrity, despatch-vessel, 1,745 tons, 6-pd. q. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p. Comdr. E. J. W. Slade, Hongkong.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Wei-hai-wel.
Bayleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p. Captain Hon. S. C. J. Colville, C.B., Nagasaki.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Shanghai.
British, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wey, Shanghai.
Centurion, 1st class battleship, 10,500 tons, 14 guns, 13,000 h.p., Captain J. R. Jellicoe, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Winnington-Ingram, Shanghai.
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. C. Chadwick, Shanghai.
Fama, twin screw, torpedo-boat destroyer, 360 tons, 5,400 h.p., Lieut.-Com. W. J. Keyes, Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 h.p., 18 guns, Capt. R. S. D. Cumming, Hongkong.
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. N. Dudding, Shanghai.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Hongkong.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. P. S. St. John, Manila.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Wei-hai-wel.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth, Dooh, Hongkong.
Savannah, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Foonchou.
Tamar, receiving ship, 4,500 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. H. E. Hillman, on the West River.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Wei-hai-wel.
Victorious, British battleship, 14,000 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, Wei-hai-wel.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Foonchou.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 h.p., Lieut.-Comdr. E. Kelly, Hongkong.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woolcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.
Woolcock, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Italian.

Carlo Alberto, Italian cruiser, 7,000 tons, Capt. R. Calli, Shanghai.
Etna, Italian cruiser, 3,530 tons, Capt. G. Serebrennikoff, Shanghai.
Liguria, Italian cruiser, 4,500 tons, Captain Casella, Singapore.
Piemonte, Italian cruiser, 2,800 tons, 12 guns, Captain Giuliani, on route Singapore.
Stromboli, Italian cruiser, 4,000 tons, 36 guns, 6,250 h.p., Capt. C. Bregante, Hongkong.

Miscellaneous.

Kaiserin Elisabeth, Austrian cruiser, 4,500 tons, 9,000 h.p., Capt. Julian, Singapore.
Libra, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Beldner, Manila.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Jakowlew, at Nagasaki.
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowsky, at Nagasaki.
Dmitri Donskoy, Russian armoured cruiser, 3,893 tons twin screw, 34 guns, 7,000 h.p., Comdr. Shonin, at Nagasaki.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Nagasaki.
Gremiatshy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
Naryn, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Yenish, at Nagasaki.
Narynskiy, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Olvaany, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Nagasaki.
Pamiat Avosa, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Nidermiller, at Nagasaki.
Rusia, Russian armoured cruiser, 12,200 tons, 14 guns, 14,500 h.p., Capt. Demojiroff, at Vladivostok.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sistoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Nagasaki.
Stewitch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Chemulpo.
Vorosh, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchowsky, at Nagasaki.
Vradnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulias, at Nagasaki.
Zablika, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.
Reval, 1st class, Russian torpedo boat, 65 tons, 3 guns, 2 torp tubes, 780 h.p., speed 22 knots.
Swadlow, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
(1st and 2nd class.)
Porci, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janichik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Padoroski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Shorklin, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Southsea, Russian torpedo boat, 87 tons, 4 guns, 270 h.p., 19 knots.
Sierial, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral F. V. Dubossioff.
Flagship of Rear-Admiral Resounoff.

THE FRENCH SQUADRON.

Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannitt, at Yokohama.
Baudouin-Desperre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Gifu.
Comte, French gunboat, 473 tons, 6 guns, 630 h.p., Captain Simon, at Saigon.
Desbarres, French protected cruiser, 3,985 tons, 36 guns 631 h.p., Captain Bernard, at Nagasaki.
Eclairer, French cruiser, 1,608 tons, 15 guns, 2,408 h.p., Capt. Texier, at Along Bay.
Inconstant, French cruiser, 891 tons, 8 guns, 850 h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Foonchou.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motel, Hongkong.
Pluvier, French despatch-boat, 545 tons, 4 guns, 500 h.p., Comdr. Vide, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 h.p., at Saigon.
Triumphante, French armoured cr., 4,700 tons, 24 guns, 4,400 h.p., Capt. B. de Broizel, at Saigon.
Vauban, French flagship, 6,150, Capt. Boulet, at Hoihow.
Vipre, French gunboat, 453 tons, 6 guns, 411 h.p., Comdr. Constolle, at Bangkok.
Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Deutschland, German battleship, 8,400 tons, 38 guns, 5,360 h.p., Capt. Müller, at Hongkong.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Kiochoo.
Hertha, German cruiser, 6,000 tons, Capt. S. V. Usedom, at Hongkong.
Illis, German gunboat, 16 guns, 1,600 h.p., Captain H. H. Luns on the Yangtze.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obentmeier, at Kiochoo.
Jaguar, German cruiser, Captain Kinderling, at Kiochoo.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,000 h.p., Captain Gulich, at Shanghai.
Mueve, German surveying vessel, 970 tons, Captain Merton, at Sainoa.
Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiochoo.
Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Custine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,128 tons, 1,800 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,606 h.p., Capt. Geo. W. Pigman, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,403 h.p., Comdr. S. M. Ackley, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.
Helen, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila.
Mandalay, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Montrey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,2